

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Tuesday, February 11, 2003
MAG Offices, Saguaro Conference Room
302 North First Avenue, Suite 200
Phoenix, Arizona 85003

MEMBERS ATTENDING

Don Herp, Phoenix, Chairman
Randy Allenstein for Andrew Smith, ADOT
David Cano, Avondale
Dan Cook, Chandler
*Shane Dille, Gila Bend
*Bruce Ward, Gilbert
Dan Sherwood, Glendale
Charles Hydeman, Goodyear
Jim Ricker, Guadalupe
*Doug Pike, Litchfield Park
Chris Plumb, Maricopa County

*Kevin Wallace, Mesa
Andrew Cooper, Paradise Valley
*Burton Charron, Peoria
*Bob Ronzo, Salt River Pima-Maricopa
Indian Community
Robert Brown for Aaron Iverson, Scottsdale
*Brian Pirooz, Surprise
Larry Shobe, Tempe
*Ralph Velez, Tolleson
*Jesse Mendez, Youngtown

*Members neither present nor represented by Proxy

OTHERS PRESENT

Dave Loy, Central Trench
Eric Katherman, Central Trench
Mark Farmer, Xtradirt
Mark Danelowitz, Danelowitz & Associates, Inc.
Ray Dovalina, Phoenix
Paul Ward, MAG
Stephen Tate, MAG

1. Call to Order

The meeting was called to order by Chairman Don Herp at 1:30 p.m.

2. Approval of the December 10, 2002 Meeting Minutes

The minutes were unanimously approved.

3. Call to the Audience and Stakeholders

Mark Farmer spoke to the Committee concerning a proposed information exchange service that could facilitate MAG member agencies in coordinating the acquisition and disposal of fill material. He noted that many agencies in need of fill material were not aware of nearby agencies that had excess fill material and that considerable cost savings could result to both parties should an easy method be established for them to coordinate their efforts. He suggested that an information exchange service could provide a low cost method of coordinating the acquisition and disposal of

fill material by allowing agencies and companies to post their fill material requirements on the web. He added that this service could be a public-private venture.

Paul Ward noted that Mr. Farmer had spoken to the MAG Management Committee and that the Management Committee had suggested that Mr. Farmer present his proposal to the Street Committee. Mr. Ward indicated that he found the proposal interesting and worthy of future discussion.

The Chairman also expressed interest in the proposal and asked the Committee if it would be appropriate to have Mr. Farmer give a formal presentation at the next meeting of the Street Committee. It was the sense of the Committee that a presentation by Mr. Farmer at the next Street Committee would be desirable.

Eric Katherman of Central Trench presented to the Committee and indicated that his company was involved with issues regarding the shared use of trenches and asked to give a presentation at the next meeting of the Committee. Mr. Ward indicated that it had been suggested by the MAG Specifications and Details Committee that Mr. Katherman give a presentation to the Street Committee. The Chairman indicated that it would be appropriate for the Mr. Katherman to give a presentation at the next Committee meeting.

4. Transportation Programming Manager's Report

Mr. Ward briefed the Committee on a number of issues. He indicated that MAG and ADOT had set aside funding for rubberized asphalt paving for noise mitigation on freeway facilities and that a map showing the planned schedule for this paving was under consideration.

He then discussed several Transportation Improvement Program (TIP) amendments. He noted that a TIP amendment for the Maricopa County bridge over the Agua Fria River at MC 85 had been approved by the Governor's designee. A TIP amendment concerning safety projects on 303L and Transportation Enhancement Act funded projects in Chandler, Gilbert, Glendale, Guadalupe, Peoria and Phoenix will be considered next month by the Regional Council. The TRC will consider next month a TIP amendment concerning a Phoenix bicycle bridge project, Mesa Intelligent Transportation Systems projects and dirt paving projects in Avondale, Chandler and Phoenix.

Mr. Ward went on to discuss issues related to air quality conformity and its relationship to projects programmed in the current federal fiscal year. He noted that MAG will not develop a new TIP in FY 2003 due to lack of information concerning expected changes in air quality conformity rules and emissions budgets. As a result, MAG member agencies needing to reprogram regionally significant FY 2003 projects may need to request TIP amendments. Amendments to regionally significant projects may require a regional emissions analysis in order to establish that they conform to air quality requirements.

5. Local Mileage Estimates

Stephen Tate briefly discussed local mileage estimates for the Highway Performance Monitoring System (HPMS). He noted that each year MAG assisted ADOT in developing estimates of local

street centerline mileage for inclusion in HPMS. In previous years, this estimate included only roadways that complied with the engineering and performance characteristics of the local street federal functional classification.

The use of this classification was inappropriate however, in that all roadway facilities that have not been officially classified by federal authorities are assumed to be local streets, regardless of their performance or engineering characteristics. Moreover, very few roadways in the State have been officially classified in the last ten years, so it is to be expected that a large number of roadways have been missed in previous estimates.

In addition to this issue it has recently been discovered that the ADOT provided 1998 urbanized area boundary that had been used in development of local street mileage estimates has not been officially approved by the Federal Highway Administration and that a new 2000 urbanized area boundary is not yet ready for use. Hence there is some confusion as to what boundary to use in reporting mileage estimates.

To address these issues, this year MAG staff will base the estimate for local street centerline mileage on MAG Geographical Information System (GIS) roadway networks. Total roadway centerline mileage will be calculated for each member agency and then privately owned roadway mileage and functionally classified roadway centerline mileage will be subtracted from this total to produce an estimate of local street centerline mileage. To make this calculation possible, MAG member agencies were asked to review and markup tables and maps distributed at the meeting to identify roadways in their jurisdiction that are privately owned.

Mr. Tate added that he would need the revised maps and tables back by the March Street Committee meeting and that he would use the maps and tables to develop local street mileage estimates. These estimates would be provided at the April Street Committee for review, with approval of the estimates expected to occur at the May Street Committee meeting.

A general discussion ensued. It was noted that MAG will need to account for County islands in the estimates and that MAG may need to rely on County GIS data for unincorporated areas. The Scottsdale and County representatives noted that their GIS data included identification of local roadways. It was noted that the issue of federal functional classification of roadway will need to be addressed as a separate issue.

6. MAG Federal Funds Balances and Status of MAG Federally Funded Projects

Mr. Ward noted that he was unable to report on funding balances due to a lack of information and an approved federal appropriations bill, but that he hoped by the next meeting to be able to provide a full report. Mr. Tate distributed a project status report and requested that member agencies review the report and provide him with updates as appropriate. He noted that the report did not reflect TIP amendments and administrative adjustment that are currently under review by MAG.

7. MAG Federally Funded Project Deferral Requests

Mr. Tate distributed a list of 2003 MAG federally funded projects that are not expected to obligate by the end of the fiscal year. He noted that requests to defer federally funded projects were due to

MAG by March 1, 2003, and that all of the projects on the list should be considered strong candidates for deferral or deletion.

Dan Cook indicated that he anticipated that Chandler would defer its paving project. Larry Shobe indicated that Tempe would defer its 2003 project into 2004. It was noted that the Scottsdale ITS project was on a very tight schedule and could not be deferred as it had already been deferred once. It was also noted that both the Scottsdale paving and the Glendale ITS projects could be deferred as they had not been deferred previously.

8. Request to Reprogram Phoenix Dirt Shoulder Paving Projects to Combine Them into a Single Dirt Road Paving Project

Ray Dovalina of the Phoenix Street Department gave a brief presentation. He noted that Phoenix had two dirt shoulder paving projects and that the City wanted to combine them into a single dirt road paving project. He noted that the project would result in the paving of roughly fifty miles of streets.

Mr. Ward added that the streets in question had been treated previously to control dust at a time when Congestion Mitigation and Air Quality funding had not allowed to be used for dirt road paving and that the street surfaces were breaking up. He noted that it was anticipated that paving these streets would provide as much air quality benefits, or more, than paving dirt road shoulders.

A discussion ensued, involving Mr. Dovalina and Mr. Plumb. It was noted that the paving would not include curb and gutter and that the project would have a fifty percent local match.

Mr. Cook moved to recommend to the Transportation Review Committee that PHX02-105 and PHX02-107 be combined into a single project and that the single project's work description would indicate that the project is to "Pave Dirt Roads." Mr. Plumb seconded the motion. The motion carried unanimously.

9. Tentative Schedule for 2003 Street Meetings

Mr. Tate distributed a calendar listing Street Committee meeting dates and key dates in the federal project development process. He noted that the previous schedule had implied that all meeting were to be held on Tuesdays and that November meeting would be held on a Wednesday due to Veterans Day.

10. Adjournment

The meeting was adjourned at 2:40.